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Telegraphic Address: Presses, A.B.C. Code.  
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## BIRTH.

On the 20th December, at Ranfurly, Conduit Road, Hongkong, the wife of F. A. WOOD, of a daughter.

## MARRIAGE.

On the 7th December, at St. George's Church, Penang, by the Rev. F. W. Haines, B.A., Colonial Chaplain, WILLIAM STUART DUNN, Assistant Municipal Engineer, Penang, to LIZZY (Dor), third daughter of Capt. E. Bradbury, Harbour Master, Penang.

## DEATH.

On the 16th November, at Lahad Datu Estate, B. N. BORNEO, L. OCTAVE JOURDIN, of fever.

The Daily Press.  
HONGKONG OFFICE: 14, DES VUEX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, 23rd December, 1901.

LORD ROSEBERRY's remarkable Chesterfield speech will, we imagine, when full reports of it come to hand, be found to be one which may be rightly called epoch-making. After temporary withdrawal from public life he again emerges, and with something more than Punch's merry thought to add to the political consomme. His frankly vigorous denunciation of the traitorous conduct of so many Irish Nationalists, and his absolute repudiation of all alliance with that party of odds and ends, are significant tokens that, at last, Liberals are awake to the vital fact that mere party strife should be sunk in times of national tribulation. Mr. ASQUITH, SIR EDWARD GREY and LORD ROSEBERRY, during the past two years, have each and all given unmistakable evidence of genuine imperialistic instincts, as opposed to the petty parochial influences that have characterised the shiftless policy of the accredited Liberal leader and his immediate following. That LORD ROSEBERRY's rallying attitude has arrested continental attention is abundantly shown by BARON DESTOINELLE'S DE CONSTANT's open letter to him—alluded to in our London Correspondent's telegram dated the 19th inst.—stating that opinion on the continent is inspired, not by hatred of Great Britain, but by hatred for the war. This astounding assertion is difficult, if not quite impossible, to believe. The *Lyon Republicain*

is, ordinarily, one of the best conducted and soberest of French provincial journals. Its leading articles, signed as is usual in all reputable French newspapers, are penned by men who are deservedly eminent in their profession. On the 5th ult., it had an article over the initials L. S., entitled "La Plus Grande Anglaise." The practical writer makes fullest use of all the literary weapons of vituperative rhetoric, but his production positively bristles with the grossest misstatements and the most scurrilous aspersions. Thus the rearguard attack, in which COLONEL BRAXON lost his life, is called a defeat more calamitous than any that preceded it! Boer officers, captured armed, are stated to be shot almost daily, the reason alleged being that since we have annexed the two republics, the burghers are now revolted subjects. This is one of those "foul and filthy lies" about which Mr. BRANZEL waxed so much. We do not and never did regard Transvaal and Free-State burghers as rebels; and, whenever such men have been court-martialled and shot, it has been for clearly proven, cold-blooded, wanton murder, and not for any justifiable act of war. Cape Dutch, taken fighting against us, are rebels pure and simple, sentimental claims of kinship notwithstanding, and by all accepted codes of war are death-worthy. As a contrast to this, the treatment of British troops taken prisoners by the Boers is quoted. No one censures our enemies for legitimately using captured rifles and cannon against us. But what kind of treatment would French troops have expected from their neighbours, thirty years ago, had they been caught masquerading in German uniforms? Their shift would have been short indeed. St. Helena is dubbed a cemetery, and Ceylon something worse—and this by the people who own Devil's Island! Dr. JAMESON and his raiders are pirates, who should have been hung high and short. The whole South Africa Army, from its Commander-in-Chief down to the simple private, is pilloried with taunts and gibes, and insultingly held up to nameless scorn and ridicule. The Boers are set down as "poor and simple." The *Cronos* factories could give eloquent testimony that their poverty is an untruth; and, as to their simplicity, the Government Blue Book on the working of the Refugee Camps in South Africa, from which we gave long extracts on Friday last, convincingly proves that crass unparliamentary ignorance would be an apter description. We are further told, as *la vérité absolue*, that the women and children of both hemispheres, glory in the slightest Boer success, and devoutly wish for our final and utter discomfiture. Even the recent unsuccessful and insane attempt on the part of Dutch dock labourers to organise a boycott of our mercantile marine, in foreign ports, is lugged in as a make-weight at the close. The entire article, over a column in length, is informed and palpitated with hatred of the bitterest and most concentrated nature. "The profound antipathy that this 'nation of robbers inspires, on all sides, is 'no chimera. Formerly, England was 'not loved, although she was feared,' "SALISBURY and CHAMBERLAIN have 'managed the matter so well that the 'whole world hates her, while no 'one fears her any longer.' Such is a literal translation of the last phrases of the article. Yet it is tame compared with the malignant calumnies, written and pictured in the gutter-press of the Paris boulevards. How then can we believe BARON DE CONSTANT when he assures us we are not hated? The wells of continental opinion have been deliberately polluted. Happily, we have no need to draw from them.

The Hon. W. Meigh Goodman, K.C., has been elected a member of the Church Body, *vicar* Mr. H. E. Pollock, K.C., resigned.  
It is notified in the *Gazette* that Thursday, the 2nd prox., will be observed as a public holiday, in addition to the 25th and 26th inst. and the 1st prox.  
In connection with the sale by public auction at 2:30 p.m. to-day in the sales room of Mr. Geo. P. Lammett, special attention is called to the very fine silver inkstand and silver ground cloisonné and Makuta ware that will come under the hammer.  
The crew, 27 in number, of a junk which was run down and sunk by the s.s. *Idemna Maru* about two days' sail north of Hongkong have been brought into the port and handed over to the care of the Registrar General. Escape was effected by the boats, and all were saved.  
The return of deaths in the Colony during November shows a total of 34 in the European and foreign community (civilians 23, Army 5, Navy 1) and 498 in the Chinese community. 114 deaths were due to chest affections (10 in the European and foreign community) and 62 to malaria fever. The principal averages in the different registration districts were—British and foreign community, civil, 35.1 per 1,000 per annum; Chinese, Victoria, land 19.1, harbor 10.8; Chinese, whole colony, land 18.8, boat 12.1, land and boat 17.4; whole civil community, 18.0.

Successful amateur theatricals have been given in Penang. The piece was entitled *21000*.  
H.M. cruiser *Amphitrite*, Capt. W. S. L. L. C.B., was inspected on the 21st ult. at Chatham by Rear-Adm. S. C. Holland. She left on the 22nd and proceeded direct to Portsmouth to complete her complement of ratings for the China station.  
The *Akatsuki*, the seventh 31-knot destroyer built by Messrs. Yarrow and Co. for the Japanese Government, six of which have already made the voyage to Japan under their own steam, successfully passed her official trial on the 21st ult., easily obtaining the contract speed.  
At a meeting of the East India Association on the 2nd inst. Sir Lepel Griffin strongly disapproved of Bishop Wollaston's desire to introduce religious education in India, and denied that Christianity could give a higher ethical creed than the creed of a very large majority of Indians.  
Damage to the extent of \$1,600 was caused by a fire which occurred in a house in Kowloon City. A warrant for the seizure of opium was being executed in the house when an electric fan accidentally set fire to a jacket and that in turn to some straw. Eventually the whole building was destroyed.  
According to a telegram received in Hongkong, the marine officers, masters and mates, sailing from Singapore have struck work for a higher rate of pay, and it is said the officers are using their influence at the various ports in China and India to prevent the ship-owners from obtaining marine officers to fill the vacant places.  
A special telegram to the *N. C. Daily News*, dated Yenchow, Honan, 16th December, says:—Their Majesties arrived from Hsienan yesterday afternoon (15th) at 5:30 o'clock, precisely, and remained here overnight. This morning there was heavy fog, and at 10 o'clock a gale arose which towards night has not yet ceased. The cold is severe; similar to the weather experienced on the 13th—the day before the departure from Kaifeng. Yesterday's weather however was quite clear and mild, which was most fortunate for their Majesties' comfort.  
We have received the prospectus of a book shortly to be published, by Mr. C. A. Montalvo de Jesus, Fellow of the Royal Geographical Society of Lisbon. Those acquainted with Mr. de Jesus's writings will readily guess that the subject is Macao. *Historic Macao*, as its author calls it, will be a record of our Portuguese neighbour since its foundation. Little attention hitherto has been devoted to this branch of history, although as Mr. de Jesus points out, for three centuries Macao stood as a unique breach in the Chinese exclusivism so effectively withstood the pressure of successive rulers of the deep. "To uphold that exceptional position," he continues in his preface, "to tide over an ever precarious situation, hard indeed was the struggle of the Portuguese against a rampant mandarinism as well as against the ambitious designs of several maritime powers; whilst far-reaching were the penalties of a martyr-like espousal of Rome's cause in the Far East, and of an unswerving though ill-regimented loyalty towards Portugal, under circumstances which verily constitute the reverse of Montesquieu's saying, *Heureux le peuple dont l'histoire est ennuyeuse*." We shall await with interest the publication of Mr. de Jesus's book.  
The report to be submitted at the annual meeting of shareholders in and subscription to the City Hall this afternoon at 4 o'clock, shows that a new Committee has to be elected in place of Hon. H. E. Pollock, K.C., resigned. In repairs and alterations the sum of \$703.44 was spent upon the City Hall building, during the year ended 30th June last. The number of performances in the Theatre exceeded all previous records, the audiences drawn by the various entertainments being much in excess of average seasons, and had it not been for the death of our lamented Queen, which for a time checked the gaiety of the season, the receipts would have been far above the average. The expenditure on repairs was not heavy. As to the Library, it continued to be increasingly appreciated and the experiment of keeping it open in the evening might be said to be quite a success. The Free Lending Collection attracted a number of readers, but a better supply of books is urgently needed. Sixty-two in all present the number of borrowers, and the Collection now includes 532 books. The number of visitors to the Library during the 12 months was 19,050 non-Chinese and 6,097 Chinese—more than double last year's numbers. Regarding the Museum, several interesting specimens have been added, including gifts from His Excellency Sir H. A. Blake, G.C.M.G., Capt. F. Wall, Messrs. E. S. Pereira, W. Goldenberg, Lee Ian Sheng, C. H. Gale, A. P. Samy, H. P. Tooker, E. C. Edwards, J. M. de Jesus and Basil Taylor. It is much to be regretted that lack of space and funds, and of scientific supervision prevent the development of the Museum, while the ravages of the climate render it difficult to keep the specimens in good condition. The Museum is, however, much appreciated by visitors to the Colony, both Chinese and non-Chinese, the number of visitors during the 12 months under review being non-Chinese 9,047 and Chinese 106,172. The balance in the hands of the Hon. Treasurer, when the accounts up to 30th June, 1901, were closed, was \$5,019.98, showing a gain on the year's working of \$2,291.45. Most of the balance carried forward has since been expended on repairs and improvements. The reserve fund on fixed deposit with the Hongkong and Shanghai Bank is \$13,642.55, upon which interest amounting to \$541.70 had accrued up to 24th June, 1901.

Certain alterations in the numbering of houses in Victoria and Kowloon are notified in the *Gazette*.  
Commander Sir Bouchier R. S. Wray has been placed on the retired list with the rank of Captain, to date 1st November.  
Deronshire men in Calcutta were to entertain Mr. Jesse Collings, M.P., at dinner on the 17th inst., at the Bengal Chamber of Commerce.  
On the 13th inst. a public meeting in the Singapore Town Hall enthusiastically and unanimously carried the resolutions in connection with the Victoria Memorial Hall.  
A well-to-do Chinaman, one of the principal ricksha-owners in Singapore, has been banished for three years for the share he took in the recent ricksha-pullers' strike in that town.  
The following appointment has been announced at the Admiralty:—Assistant Engineer.—A. J. C. Moore, lent to the *Amphitrite* for voyage out and home, to date 18th November.  
A great fire took place on the 3rd inst. at the Ramday Cotton Mills, Howrah, Calcutta. The mills were almost totally destroyed, and the damages are estimated at four lakhs. The mills were fully insured.  
The death is announced from Labuan of Mr. W. Hardie on the 2nd inst. Mr. W. Hardie was the brother of Mr. John Hardie, well-known in the Far East as once connected with the Borneo Co., Ltd., with the Borneo Minerals Co., and now the agent of the Rajah of Sarawak in Labuan. Mr. W. Hardie resided in Labuan some five years and was 70 years old when he died.  
News from Acheen says that the Dutch in pursuit of the titular Sultan of the country have traversed Acheen from east to west through unexplored land. The Sultan escaped capture, but is reported to have been slain in an engagement—perhaps after the Mat Salleh fashion. The Sultan's men were defeated in two actions when they left 45 dead on the field. The Dutch loss was slight.  
The Netherlands Trading Society has begun building operations preliminary to starting in business at Palo Way. Half a million of guilders will be spent by it at the outset. Optimists fancy that Palo Way has a bright future before it, owing to so many men-of-war calling there. The singular feature of this, writes the correspondent of the *Strait Times*, is that it is not Dutch but foreign vessels that profit by the cooling advantages offered by Sabang Bay, the port of the island. French and Italian ships were among the most recent arrivals. Pessimists make much of the idea that these foreigners must have been spying out the defensibility of the island, with the intention of probing by it at the first opportunity. The Government has taken the alarm, and has set about starting defensive works there. Great preparations are on foot to beat off invaders, and to maintain Dutch neutrality in time of war. Heavy artillery is on the way to Sabang Bay. Artillerymen have already been despatched thither. The garrison at present consists of a small detachment of infantry.  
At an extraordinary general meeting of Bell's Asbestos Eastern Agency, Limited, held at the London Offices of the Company, on the 3rd inst. the proposed resolutions, which were passed at the extraordinary general meeting of the Company on the 18th November, were submitted for confirmation as special resolutions.—1. That the Capital of the Company be reduced from £10,000, divided into 10,000 shares of £1 each, to £5,377 10s. 0d., divided into 5,377 shares of 12s. 6d. each, and that such reduction be effected by cancelling capital which has been lost or is unrepresented by available assets to the extent of £1,343 17s. 6d. on the 1,396 shares in the Company which have been forfeited, and to the extent of £2,751 10s. 0d. (being 7s. 6d. per share) on the remaining 7,338 issued shares in the Company, and by extinguishing the nominal 1,396 forfeited shares and reducing the nominal amount of each of the remaining 7,338 issued shares and of the 1,268 unissued shares from £1 to 12s. 6d. 2. That the following Article be inserted in the Company's Articles of Association after Article 8:—"8a. Upon any offer of shares to the public for subscription the Company (or the Directors on behalf of the Company) may pay a commission to any person in consideration of his subscribing or agreeing to subscribe, whether absolutely or conditionally, for any shares in the Company, or procuring or agreeing to procure subscriptions, whether absolute or conditional, for any shares in the Company, provided that the rate per cent of the commission shall not exceed the rate of 10 per cent. in the nominal amount of the shares. The Company, or the Directors on behalf of the Company, may also, on any issue of shares, pay such brokerage as may be lawful. 3. That in Article 78 of the Company's Articles of Association, for the words 'shares of the Company of the nominal value of £100' there shall be substituted '100 shares of the Company'." 4. That in Article 124 of the Company's Articles of Association, the words 'made up to a date not more than four months before the meeting' be cancelled.

## HONGKONG SANITARY BOARD.

A meeting of the Board will be held to-day, Monday, 23rd December, at 11 p.m.  
AGENDA.  
1. Amendment of Drainage Bye-law No. 30.  
2. Fourth Report of the Quarterly Inspection Committee.  
G. A. WOODCOCK,  
Secretary.

## TELEGRAMS.

## REUTER'S SERVICE.

LONDON, 19th December.

## SOUTH AFRICA.

The Johannesburg Stock Exchange has been opened.  
The Delagoa Bay railway has been opened to civil traffic.

AMERICA AND CHINESE TEAS.  
The Washington correspondent of the *Morning Post* states that the United States Administration will probably ask Congress to repeal the duty on Chinese teas.

## ATTEMPTED PRO-BOER MEETING AT BIRMINGHAM—STORMY SCENES.

Mr. David Lloyd-George, Liberal Member for Carnarvon, was compelled to abandon his announced speech at a pro-Boer meeting which was intended to hold at the Birmingham Town Hall. The immense crowd which had collected broke all the windows in the building, and in the charge of police which followed, many persons were injured. Mr. Lloyd-George escaped disguised as a policeman.

LONDON, 19th December.

## THE NEW AUSTRALIAN CUSTOMS LAW—CAPTAIN OF GERMAN STEAMER COMMITTED TO PRISON.

The captain of the Norddeutscher Lloyd steamer *Nekker* has been fined £25 at Fremantle for contravening the new Customs law by breaking, while voyaging between Australian ports, seals placed upon ship's stores by the Customs officials. The fine not having been paid, he has been committed to prison until payment is made.

## REINFORCEMENTS FOR SOUTH AFRICA.

Two thousand Yeomanry have been ordered to be raised immediately, and despatched to the Cape during January and February next.

Six more Militia battalions have been embodied.

LONDON, 20th December.

## TRIAL OF SCHEEPERS IN SOUTH AFRICA.

The trial of Commandant Scheepers has commenced at Graaf-Reinet. Thirty charges, of murder, arson, train-wrecking, and cruelty to prisoners, are brought against him.

## DAILY CAPTURES.

The daily capture of Boers continues.  
LORD ROSEBERRY'S SPEECH.  
The Right Honourable H. H. Asquith, K.C., Liberal Member for Fife, speaking at Wolverhampton, unreservedly endorsed the views expressed by Lord Rosebery in his recent speech at Chesterfield.

LONDON, 20th December.

## MARQUIS ITO'S TOUR.

Marquis Ito has arrived at Brimsfield.

## THE UGANDA RAILWAY.

The rails of the Uganda Railway have now been laid to the Victoria Nyansa.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## HONGKONG JOCKEY CLUB.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 21st December.  
Sir,—As a convenient means of enabling me to communicate to the members of the Hongkong Jockey Club the contents of a letter I addressed to the Stewards of the Club on Monday last, the 16th inst., I beg to send you enclosed a copy of such letter, which I would ask you to kindly publish in the columns of your next issue. My excuse for troubling you is that I think the subject of my letter of sufficient interest to members of the Hongkong Jockey Club and others who take an interest in racing matters to warrant my publishing it. I may add that up to the time of writing this my letter remains wholly unacknowledged. Thanking you in anticipation, I beg to remain, Sir,—Yours, etc.,  
GODFREY C. C. MASTER.

(Copy.)

To the Stewards of the Hongkong Jockey Club, Hongkong, 16th December.

Gentlemen,—On Friday last, I heard that a draft programme had been drawn up for the forthcoming Race Meeting, and that of the 10 races per diem included in such programme 7 were to be reserved for water ponies on each of the first and second days of the meeting and 6 on the third day.  
That of these 20 races only three would be open to Hongkong subscription ponies; further, that in two of such three races the weight for inch scale was to be only 3 lbs. per inch (fractions of an inch presumably counting in favour of the pony), remaining event being a handicap.  
Subsequent enquiries made of two of your number confirmed what I had heard.  
I would ask you, gentlemen, before publishing the programme, to ask yourselves if you are not, according to the programme as at present framed, treating owners of Hongkong subscription ponies of last season with a great want of consideration, and whether this want of consideration is not likely to prove very detrimental to racing in the future in Hongkong by holding out to owners no inducement to keep over for the next year's race meeting ponies which have shown fast form. Surely owners of last year's subscription ponies who have kept them for many months at considerable expense are entitled to be able to enter their ponies in more than one race per diem, and not to have to always meet the pick of the Shanghai subscription griffins, which, I believe, originally numbered from 70 to 80, 41 of which were entered and whose height ranges up to 15 hands.

Again, as to the conditions of weight for such races you propose an allowance of only 3 lbs. per inch. Why so? You are aware of the weight for inch scale in force in India and the Malay Peninsula, viz. 3 lbs. for each quarter of an inch, and you are also aware of the unanimous decision arrived at by the owners of this year's subscription ponies (to which, I presume, you attach some weight) viz. that bringing water ponies of different heights together, the scale should be 2 lbs. for each quarter of an inch and not 3 lbs. per inch. That decision as regards the weight for inches to bring water ponies of different heights together must, I submit, surely apply with equal force to all water ponies, whether imported this year or last year, or any year, until it has been found to be altogether correct scale, and that another should be adopted when it will, I submit, be a question to be discussed by you with the owners of ponies.  
If you, gentlemen, amongst whom were present at the meeting of subscribers at which the decision I have alluded to was arrived at, intended that the 2 lbs. per quarter inch scale should not apply to last year's ponies, why could you not then have so informed the meeting and dispelled the general impression that the 2 lbs. per quarter inch scale was intended to be applied and would be applied to next race meeting generally, instead of making no mention of the matter until now?  
I have enquired of several of the members who were present at such meeting of subscribers, and one and all say that they most certainly understood that the scale according to the decision then arrived at would be applied throughout next meeting to all water pony races. Surely it must be apparent to you that a penalty of only 3 lbs. per inch must give an undue advantage to animals ranging from 14.3 up to 15.3 over ponies of 14.2 and under. So far as the scale ranging goes at it unknown outside Hongkong. Under such a scale, a horse of 15.3 hands would allow a pony of 14 hands 12 lbs. only; say the 14 hands pony carried 10.7 the 15.3 hands horse would carry 11.5, quite insufficient, I submit, to bring them together, assuming both were fair specimens of their class.  
I ask you, before you adhere to the programme you have drawn up, to give the owners of ponies an opportunity of meeting you and discussing the question. In order to meet the question for the next meeting I venture to make the following suggestion:—  
That of the seven races to be reserved on each of the two first days of the meeting for water ponies, five be reserved exclusively for Hongkong water ponies of this season.  
Of the remaining two, one to be reserved for Hongkong water ponies of this and last season at the 2 lbs. per quarter inch scale, ponies of this season receiving an allowance of 5 lbs., and if you are determined to try an experiment in the weight for inch scale at 3 lbs. per inch, you can do so in this race.  
Owners of Hongkong subscription ponies of last season can, if any suggestions are adopted, select one or other of such two races in which to run their ponies or run them in both, whilst owners of Shanghai griffins can have no cause to grumble, since in Shanghai the weight for inch scale was 4 lbs. per inch; also, such a programme could not be reasonably objected to by any owner of a subscription pony of this season, as, if my recollection serves me right, nothing was said as to six races per diem being reserved exclusively for such subscription ponies. Five were, I think, mentioned, and the probable number of runners in order to procure good fields, will scarcely warrant more than five races being so exclusively reserved, to which would be added the option of entering in two other races with an allowance.  
On the third day, one race can, as on the two previous days, be confined to Hongkong subscription ponies of this and last season and the handicap be open to Shanghai and Hongkong subscription ponies (of any season), the handicap to be published in the weighing room after the second day's racing and to appear in the evening papers—I am, gentlemen, yours faithfully,  
(Sd.) GODFREY C. C. MASTER.

weight for inch scale in force in India and the Malay Peninsula, viz. 3 lbs. for each quarter of an inch, and you are also aware of the unanimous decision arrived at by the owners of this year's subscription ponies (to which, I presume, you attach some weight) viz. that bringing water ponies of different heights together, the scale should be 2 lbs. for each quarter of an inch and not 3 lbs. per inch. That decision as regards the weight for inches to bring water ponies of different heights together must, I submit, surely apply with equal force to all water ponies, whether imported this year or last year, or any year, until it has been found to be altogether correct scale, and that another should be adopted when it will, I submit, be a question to be discussed by you with the owners of ponies.  
If you, gentlemen, amongst whom were present at the meeting of subscribers at which the decision I have alluded to was arrived at, intended that the 2 lbs. per quarter inch scale should not apply to last year's ponies, why could you not then have so informed the meeting and dispelled the general impression that the 2 lbs. per quarter inch scale was intended to be applied and would be applied to next race meeting generally, instead of making no mention of the matter until now?  
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That of the seven races to be reserved on each of the two first days of the meeting for water ponies, five be reserved exclusively for Hongkong water ponies of this season.  
Of the remaining two, one to be reserved for Hongkong water ponies of this and last season at the 2 lbs. per quarter inch scale, ponies of this season receiving an allowance of 5 lbs., and if you are determined to try an experiment in the weight for inch scale at 3 lbs. per inch, you can do so in this race.  
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(Sd.) GODFREY C. C. MASTER.

## RATS AND PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd December.  
SIR,—It must have been with no small sense of satisfaction that the majority of your readers noted on Saturday last that you did not hold yourself responsible for the opinion expressed by your correspondent "A Resident."

When he rushes into print and dictatorially declares that there is no connection between rats and plague, one is very forcibly reminded that fools rush in where angels fear to tread. If allowed to stand uncorrected, "A Resident's" letter might mislead some of your readers with a slighter knowledge of medical matters than "A Resident" appears to possess—presuming that such a thing were possible.

Now, Sir, I will ask you to persuade your didactic correspondent to dissect a rat that has recently died during the height of a plague season—let him remove the spleen, cut it in half and smear on a glass slide some of the serous fluid to be obtained from it; having done this let him request a medical friend to stain the specimen suitably and examine it microscopically and there will be found an almost pure culture of plague bacilli. This proceeding would probably serve two purposes:—

(1) "A Resident" unless he took suitable precautions would probably disprove in his own person his assertion.  
(2) There would probably be a timely end to such misleading statements from him in the future. Yours, etc.,  
"ONE WHO HAS CARRIED OUT THE ABOVE EXPERIMENT."

A remarkable instance of a treasure trove has occurred in the Asiatic archipelago just off Chechnish, in the province of Smyrna, near the island of Chios. In the year 1770 a battle took place at this spot between a Russian and a Turkish fleet, in which the Russians, who were commanded by an Englishman, inflicted a severe defeat on the Turks. However, they sustained some damage themselves, and among other their treasure ship (according to some authorities their flagship) was sunk. About two years ago some sponge-fishers brought to the surface some relics of this battle, such as swords, guns, and pieces of gold. The news reached the Admiralty at Constantinople, and the fishermen were instructed to conduct a thorough search, with a promise of 25 per cent. on all they found. The search has just been completed, and thousands of coins, some quantity of gold bullion, and many valuable articles have been rescued. Among other things the richly jewelled binding of a Bible has come to light, though the pages of course have long been destroyed.







## NEW ADVERTISEMENTS

**AGENT WANTED** to represent a First Class London Firm of Cork Importers. To those who have a sound connection among Brewers, Mineral Water Bottlers, Wine and Spirit Merchants, a liberal commission will be granted. Address Care S.S. 35, Crosby Row, Borough, London, S.E. England. [3274]

## BELLIOS PUBLIC SCHOOL

**THIS SCHOOL** will CLOSE from To-day, the 21st inst., till MONDAY, the 6th January, for the Xmas Holidays. Hongkong, 21st December, 1901. [3272]

## NOTICE

## CITY HALL

**THE ANNUAL MEETING OF SHAREHOLDERS** in and SUBSCRIBERS to the CITY HALL, will be held in the City Hall, TO-DAY (MONDAY), the 23rd inst., at 4 P.M.

## By Order:

F. B. L. BOWLEY,  
Secretary.

Hongkong, 23rd December, 1901. [3273]

## PUBLIC AUCTION

**THE** Undersigned has received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 24th DECEMBER, 1901, at Noon, at their SALES ROOMS, 20, DES VUEX ROAD, FIVE AMERICAN AND TWO ENGLISH LADIES' & GENTLEMEN'S BICYCLES. Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 23rd December, 1901. [3269]

## PUBLIC AUCTION

**THE** Undersigned has received instructions to sell by Public Auction, on SATURDAY, the 28th DECEMBER, 1901, at 2.30 P.M., at his SALES ROOMS, Duddell Street, EIGHTY PIECES OF VERY FINE IVORY CARVINGS.

Also  
A Quantity of JAPANESE PORCELAIN WARE,  
Comprising—  
TEA SETS, DESSERT SETS, COFFEE CUPS and SAUCERS, TEA POTS, PLATES, VASES, JARDINIERS and STANDS, &c., &c.;  
and  
A Few Pieces of CANTON BLACKWOOD FURNITURE.

On View from Friday, the 27th December. Terms—Cash on delivery.

GEO. F. LAMMERT,  
Auctioneer.

Hongkong, 23rd December, 1901. [3271]

## PUBLIC AUCTION

**THE** Undersigned has received instructions from the Administrator of the Estate of Mr. J. J. FRANCIS, K.C. (deceased), to sell by Public Auction, on MONDAY, the 30th DECEMBER, 1901, at 11 A.M., at his OFFICES, No. 4, Des Vaux Road, A Large Number of HISTORICAL, BIOGRAPHICAL, CLASSICAL and OTHER WORKS.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 23rd December, 1901. [3268]

## PUBLIC AUCTION

**THE** Undersigned has received instructions to sell by Public Auction, on MONDAY, the 24th JANUARY, 1902, at 2.30 P.M., at their SALES ROOMS, No. 20, Des Vaux Road, The Wreck of the Steamship "PUTAMU MARU," as she now lies on the Island of Mindoro near Manila (Philippine Islands).

**THE HULL, PROPELLER, SHAFTS, BOILERS and ENGINES, STEERING GEAR, TACKLE, CHAINS, ANCHORS, and all kinds of Material belonging to the ship.**

**PHOTOGRAPH and PLAN** can be seen at the Office of the Auctioneers. Terms—As usual.

For further particulars, apply to  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 23rd December, 1901. [3270]

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Hongkong, 23rd December, 1901. [3270]

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Hongkong, 23rd December, 1901. [3270]

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Hongkong, 23rd December, 1901. [3270]

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**PHOTOGRAPH and PLAN** can be seen at the Office of the Auctioneers. Terms—As usual.

For further particulars, apply to  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 23rd December, 1901. [3270]

## PUBLIC AUCTION

## NEW ADVERTISEMENTS

## CHRISTMAS AND NEW YEAR HOLIDAYS.

**IN** accordance with the provisions of Ordinance No. 6 of 1875 the undermentioned Banks will be CLOSED for the transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th instant, and WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

T. P. COCHANE,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANTS BANK OF INDIA, LIMITED.

JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.

L. BELINDOAGUE,  
Manager.

For the BANK OF CHINA & JAPAN, LIMITED.

J. W. B. TAYLOR,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

TARO HODSUMI,  
Manager.

For the IMPERIAL BANK OF CHINA.

E. W. RUTTER,  
Manager.

For the DEUTSCHE ASIATISCHE BANK.

H. SCHOTTLAEENDER,  
Acting Manager.

Hongkong, 23rd December, 1901. [3277]

## CHRISTMAS AND NEW YEAR HOLIDAYS.

**THE** Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business on WEDNESDAY and THURSDAY, the 25th and 26th instant, and on WEDNESDAY and THURSDAY, the 1st and 2nd January, 1902.

JARDINE, MATHESON & CO.,  
General Agents.

CANTON INSURANCE OFFICE, LIMITED, and  
HONGKONG FIRE INSURANCE COMPANY, LIMITED.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,  
Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,  
Agent.

For the CHINA TRADERS' INSURANCE CO., LIMITED.

W. H. RAY,  
Secretary.

For the YANGTZE INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,  
Agents.

For the CHINA FIRE INSURANCE CO., LIMITED.

GEO. I. TOMLIN,  
Secretary.

Hongkong, 23rd December, 1901. [3278]

## FOR YOKOHAMA AND KOBE.

## THE Steamship

**"SILESIA."**  
Captain Bahle, will be despatched for the above ports TO-MORROW, the 24th inst., at 3 P.M.

The Steamer has superior accommodation for First Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 23rd December, 1901. [3276]

## FOR NAGASAKI AND VLADIVOSTOK.

## THE Steamship

**"DAPHNE."**  
Captain Schipper, will be despatched for the above ports TO-MORROW, the 24th inst., at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, 21st December, 1901. [3267]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA DIRECT.

## THE Steamship

**"ESMERALDA."**  
Captain R. Rodger, will be despatched for the above port on FRIDAY, the 27th inst., at Noon.

This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 23rd December, 1901. [3279]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "BENGAL."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. *Rome* and *Australia*.

From Calcutta, ex s.s. *Masilia*.

From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless Instructions are given to the contrary before 9 A.M. TO-MORROW.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT,  
Superintendent.

Hongkong, 21st December, 1901. [1]

## FROM BOMBAY, COLOMBO AND STRAITS.

## CONSIGNEES OF CARGO

By the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. *Rome* and *Australia*.

From Calcutta, ex s.s. *Masilia*.

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Optional Goods will be landed here unless Instructions are given to the contrary before 9 A.M. TO-MORROW.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT,  
Superintendent.

Hongkong, 21st December, 1901. [1]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

**"SILESIA."**  
Captain Bahle, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 21st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 21st December, 1901. [3275]

## NEW ADVERTISEMENTS

## FOR CHINKIANG (DIRECT).

## THE Steamship

**"QUARTA."**  
Captain Johannsen, will be despatched for the above port TO-DAY, the 23rd instant, at 3 P.M.

For Freight, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, 21st December, 1901. [3286]

## HAMBURG-AMERIKA LINIE.

## FOR SHANGHAI

(Taking Cargo at through rates to Tientsin, Chinkiang and Hankow.)

## THE Steamship

## "FLANDRIA."

Captain Eichbawm, will be despatched for the above port TO-DAY, the 23rd inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.

Hongkong, 21st December, 1901. [3285]

## AUCTIONS.

## PUBLIC AUCTION.

**THE** Undersigned has received instructions from the Official Administrator, to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF CHEUNG TAI IP (deceased), TO-DAY (MONDAY), the 23rd inst., at 11 A.M., at CAUSEWAY BAY the Steam Launch

"HOI PING,"

Built of Teakwood, Length 63 feet 6 inches; Breadth 12 feet 5 inches; Depth 2 feet 3 inches. She has the following passenger accommodation:

Within the water of the Colony 73 passengers.

Within the Local trade limits 48 " "

Outside 14 " "

Net Tonnage 21.65.

A Steam-launch will leave Blakes Pier a quarter of an hour before the Sale to convey intending Purchasers.

Terms—As usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 16th December, 1901. [3187]

## PUBLIC AUCTION.

**THE** undersigned has received instructions to Sell by Public Auction, TO-DAY (MONDAY), the 23rd DECEMBER, 1901, commencing at 2.30 P.M., at his SALES ROOMS, Duddell Street,

A FINE COLLECTION OF JAPANESE PORCELAINS AND CLOISONNES,

Comprising:—  
MAKUDZU VASES, INCENSE BURNERS, and CUPS and SAUCERS, SETO BLUE and WHITE HAND-PAINTED VASES, EGG SHELL TEA-SERIES, VARIOUS DESIGNED VASES, DISHES, WALL-PLATES, &c., &c.;

Also  
Some very fine Specimens of CLOISONNE VASES, SILVER GROUND and SILVER INLAID, and CLOISONNE BUCKLES.

Terms—Cash on delivery.

On View on Date of Sale.

GEO. F. LAMMERT,  
Auctioneer.

Hongkong, 16th December, 1901. [3209]

## PUBLIC COMPANY

## THE HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

**NOTICE** IS HEREBY GIVEN that the SEVENTEENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Registered Offices of the Company, 38 and 40, Queen's Road Central, on FRIDAY, the 27th day of December, 1901, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts for the year ending 30th November, 1901.

THE TRAVERSE BOOKS of the Company will be CLOSED on the 26th to 29th inst., both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 14th December, 1901. [317]

## A MOST USEFUL AND ACCEPTABLE

## XMAS PRESENT

## LOCKWOOD'S

## "PAMPA"

## CUTLERY.

The Ostrich on the Blade is a Guarantee of Genuine Sheffield Steel, of honest finish, a keen edge, highest excellence and denotes a Really Good Knife.

"PAMPA" Cutlery is more popular than ever.

Sole Makers—  
LOCKWOOD BROS., LD.,  
Sheffield.

行昌網在存現辦貨活路  
看觀人任

Hongkong, 17th December, 1901. [3211]

## BOARD AND RESIDENCE.

## MRS. GILLANDERS

"GLENWOOD,"  
21, CAUSEWAY BAY.

Hongkong, 20th September, 1900. [2408]



## NOTICE OF FIRM

## NOTICE

FROM this date, Mr. HO YUK LAU is no longer in my employ as Comptroller. I am not responsible for any Contracts entered into by him on my behalf.

Messrs. LAU KUK CHAU and IP LAN CHUEN have this day been appointed COMPTROLLERS to my firm, and are responsible for all future dealings.

A. M. ESSABHOY.

Hongkong 13th December, 1901. [3212]

## 10% DISCOUNT FOR CASH.

Call and See

## CHRISTMAS GOODS.

CADBURY'S CHOCOLATES, FRENCH SWEETS, CALLARD AND BOWSER'S ASSORTED SWEETS, CRYSTALLIZED FRUITS, XMAS CRACKERS, XMAS CARDS, "BHAGAT" XMAS CAKES, FIGS, NUTS, &c.

H. RUTTONJEE.

No. 5, D'AGUIAR STREET.

Nos. 33, &amp; 40, Elgin Road, Kowloon.

Hongkong, 20th December, 1901. [3254]

## KIUNGCHOW DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 15.

## HAINAN STRAITS.

## HAINAN REEF BUOY.

NOTICE IS HEREBY GIVEN that the HAINAN REEF BUOY has dragged about 100 yards to the South East of its former position.

Due notice will be given when it is replaced in position.

G. A. FORSAITH.

Harbour Master.

Approved: JAMES ACHESON,

Acting Commissioner of Customs.

Customs House, Kiungchow, 16th December, 1901. [3251]

## SIEN TING.

## SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

## TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [2408]

## INSURANCES

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Underigned AGENTS of the above Company are prepared to ACCEPT FIRE and Marine Risks at Current Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 29th May, 1895. [31]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 16th November, 1892. [29]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL.....\$2,100,000.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK &amp; CO., Agents.

Hongkong, 18th May, 1900. [185]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATEL.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN &amp; CO., Agents.

Hongkong, 21st April, 1897. [194]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1770.

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN &amp; CO., Agents.

Hongkong, 16th May, 1892. [20]

## "L'URBAINE"

FIRE INSURANCE COMPANY, Ltd.

(Established 1833.)

THE Underigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE &amp; CO., Agents.

Hongkong, 7th February, 1901. [382]

## PHENIX FIRE OFFICE

The Underigned, now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK &amp; CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [182]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £1,732,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0

SUBSCRIBED CAPITAL, £2,750,000 0 0

PAID-UP CAPITAL, £887,500 0 0

II. FINE FUNDS, £2,853,716 14 4

The Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 3rd July, 1901. [1641]

## SALAMANDER FIRE INSURANCE COMPANY.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ &amp; JACOB &amp; CO., Agents.

Hongkong, 2nd April, 1900. [39]

[PUBLISHED BY SPECIAL ARRANGEMENT.]

## TOWARDS THE SUNRISE.

BY WIRT GEERARE.

[COPYRIGHT.]

## CHAPTER III.

## THE RACE EASTWARD.

Russia's railway advance into Asia began nearly twenty years ago; her Trans-Caspian, Trans-Caucasian and Trans-Siberian lines have been termed strategic, built with a view to the rapid mobilisation of troops on the different frontiers of the empire. That is the English, or rather the Anglo-Indian, view. All Russian lines serve a military purpose. In the Russian empire, as in the German and the French, it is state policy to garrison districts with troops raised in some far distant part of the country; those from the east go to the west, those from the north to the south, and garrisons are not allowed to remain in one district long enough to become part and parcel of the locality. There is constant movement, and these frequent changes of station are facilitated by railways, whether they are strategic or commercial. The Siberian lines were intended to open up the country; that was their primary purpose.

Much nonsense has been written respecting the "Great Siberian Railway." The lines have been overpraised, they have been ruthlessly condemned. There are poor sections; none is either very good or very bad; some are much better than others. Altogether it is just a light railway, nothing more. Originally it was intended that the line should be of narrow gauge; then the advantages of having the standard gauge became apparent and the gauge was made five feet. The rails weigh from forty-two to forty-eight pounds the yard; they are too light for the heavy engines and rolling stock of the state railways. They are just able to sustain the weight at slow speeds, and no more. The embankments are too narrow and too steep, the cuttings the same, the sleepers too soft and too thin. As a narrow-gauge railway, little fault would have been found with it, but its staunch champions admit that it is inferior to the average railways in European Russia.

There are sections which ought to be perfect, according to theory. That is to say, that by the engineering text-books the embankments are at the right angle, the sleepers are close enough together, and the rails strong enough to carry the weight. Everything has been accurately calculated; but everything, too, has been made just as specified in the calculated minimum and no margin allowed for possible differences of soil and material. Consequently, there are, and always will be, subsidences of the track, falls of loose earth in the cuttings, and spreading of the rails; therefore delays to the traffic, which even the proposed reallocation of the track with broken stone will not prevent.

The speed of the trains can never be great. Short trains with a light load like the Siberian express may be able to average twenty miles an hour, the heavier, ordinary trains do not often exceed twelve miles the hour, whilst the heavy goods trains rumble along like traction engines on a country road.

The express is the safest train by which to travel; the long freight trains bring down the falls of earth and cause subsidence of the track, and so themselves sometimes come to grief. The expresses are merely delayed by having to wait for the track to be cleared. From these strictures the extreme eastern sections—the Eastern Chinese railways—must be exempted; they are of a more solid character.

The Siberian railway consists of five different sections, the Western Siberian from the Urals to Ob, the Central Siberian from Ob to Irkutsk, the Eastern Siberian from Irkutsk to the Manchurian frontier, the Eastern Chinese across Manchuria, the Ussuri from Pogranichnaya to Vladivostok; to make a through route these have yet to be connected by the Circum-Baikal line round the southern shores of the lake.

The intention of the projectors being to open up new country, the line does not follow the old post road for any considerable distance. It does not run from town to town—even Tomsk, the capital of Siberia, is served only by a branch line some forty-eight miles long—and therefore as a tourist route it is disappointing. There is plenty of interest to see in Siberia, but not from the railway. For the following reason: Central Asia, from the Urals to Lake Baikal, is a shallow basin grooved with old waterways. Along these waterways, but above the present level of floodwater from existing streams, the line proceeds uniformly. For thousands of miles the passenger's view is restricted to a portion of a particular valley. There is no wide expanse of open country, no bird's-eye glimpses of Siberia from the top of an elevated plateau or ridge. The Siberian is a railway in a long, wide ditch, and the line sinks from watershed to watershed unobscured.

There are villages and towns on the route, but as it was not for them the line was constructed the stations are so far distant that it seems a mockery to name them after the settlements. In fact, the stations, like the sidings, are made at regular intervals, and the proximity of a town appears to be accidental. Where, as at Petropavlovsk, the railway necessarily skirts a town, the station is placed not at the nearest convenient place to the town itself, but at a point some miles away, from which the town can scarcely be seen. This appears to be wilful, not accidental, the object apparently being to run a line through unsettled country, with stations at all sorts of places to accommodate immigrants. Repairing shops, engine and wagon works, offices and other necessary establishments, are stationed at the points most convenient for the railway, not because the spot is near a town or river, nor coal or iron. Old Siberia, existing Siberia,

has been disregarded. Evidently it is expected that the line will make the country, and the new settlements will be on virgin soil, apart from those sections of the country already inhabited.

The trains on the Siberian lines are all crowded. In the express trains are travellers doing the four round the world, officials going to distant posts, the wives and children of officers stationed in Manchuria, a few commercial, and some experts or savants. There are seven trains on this service; two only have the luxurious appointments known to the world through the exhibit at Paris last year. The others are plain Pullman car trains of ordinary type. Their cosmopolitan character is known to all who tour the Continent.

Then there is the fast train each day. This takes in the first-class, officials, commercial, and traders working from town to town. Second class, the wealthier artisans and traders migrating towards the sunrise; third class, free immigrants and settlers. Another train of second, third, and fourth class passenger and goods wagons conveys the officers of the immigration department, free and State-aided settlers. There are special trains for the military, police and convicts, goods and railway construction material. Compared with English and European railways, and even with the State lines in Russia, the traffic is numerically unimportant. Excluding the military, the passenger numbered 66,000 in 1898 and in 1899 only 56,000; last year, owing to the disturbed state of Manchuria, the number increased both ways, people left and subsequently returned to Eastern Siberia. This year the migrating traffic has diminished. The goods traffic amounted to 584,000 tons in 1898 and 639,000 tons in 1899. The gross receipts average less than £700 per mile per annum. It is, therefore, ridiculous to contend that a double track is necessary. The Perm-Tiumen line, the only railway in Siberia, is also single track, but it carries over a million passengers per mile yearly and its gross receipts are over £1,000 per annum.

On all trains there is greater comfort than one expects to find, even the third-class passengers have a place for their bedding, and the fourth has broad, rough benches and shelves, which serve the same purpose. The trains are kept clean, the service is good; in short, the working staff of the line are competent, efficiently directed and controlled, and travelling by train in Siberia is more comfortable than it is in Russia. The Siberian is a pioneer railway; it cannot have any large traffic until the country it traverses becomes more settled. It has no loop lines of importance; it does not compete with the river-ways, nor is it largely served by traffic; neither has it diverted any considerable traffic, excepting, perhaps, the trade in European sea-borne goods to Krasnoyarsk, by the discarded Kara Sea route, and a share of the caravan trade from Tarkessan.

The continuation of the line by the Shilka and Amur rivers will some day have to be undertaken, as the rivers are silted up and each year there is less snow, owing to the destruction of the forests, and consequently less water. The post steamers are laid up in pools unable to pass either up or down, to settlements on the river banks. The traffic, passenger and goods, therefore passes into the hands of the private companies. It must also be said that the captains of the Government boats will not take the risks the owner of a private boat will run. A fast steamer drawing only 3½ feet has not attempted a shallow where the minimum depth was five feet. The private steamer will attempt a passage on a few inches margin; if she goes aground she backs off—if she can—if she touches a bank or boulder she expects to be carried over the obstruction by the wave she has left in her wake. Going down the Amur when the water is low is as exciting as skating over thin ice. With good luck you may be on a sandbar until all the provisions are consumed, until the deck-passengers become hungry and riotous, and you escape robbery and death by paying salvage rates to some passing steamer or raft. Being myself in no particular hurry, I had the barrow satisfaction of the quickest passage in the month, and met Emsen, the American boy who was racing round the world, with his pacers towing a leaky punt upstream just as though they were out for an afternoon's holiday at Twickenham, his steamer being fast aground a few yards further down stream. The route by the river Amur does not furnish a through connection between east and west; it is merely a makeshift until the railway is opened for general traffic. The Amur valley is fairly settled, but on both banks there is some of the best country for Russian colonists in all Siberia, and it will be occupied long before central Siberia is colonised. The far east of Siberia, particularly the Ussuri valley, is even better; it is the pick of all Siberia, and much of it is settled by immigrants who have arrived from Odessa by the sea route.

To the visitor Siberia is slow to reveal herself; mid-Siberia is a land without a hill-top. Farther east the traveller exchanges the dry ditch of the railway for the wet ditch of the waterway. High banks obscure the view; often the banks themselves are hidden by the smoke from huge smouldering forest fires, by the heat haze, and on the far north-east by the banks of sea-fog driven inland by the prevalent east wind. The beauties of Siberia must be sought out like the big trees in the great forest, they are not apparent to the gaze. In verdure Siberia is rich, and the further east one goes the richer and more varied the growth. Sandy steppes fringe with forest, then the forest turns to glorious woodland with bright green prairies and hill slopes covered with hazel and wild vine. The grass is breast high in the meadows, gay with yellow poppies, orange lilies, and orchids, white and purple in endless variety, whilst butterflies larger than humming birds, and brighter than, are plentiful as cabbage moths in an English lane.

The people of Siberia are the exile and convict and their descendants; the new settlers the railway hands—by far the most conspicuous—and natives, with imported coolies from China and Corea everywhere east of Lake Baikal. And the best part of Siberia is that which has been improved by the labour of the Chinaman; he is advancing westward, and it is with the Chinese question that the Russians will have to deal in settling the country. It is the wish and the intention of the Government to secure Siberia to the Russian race absolutely; the foreigner is not wanted. Siberia for the Russians is the cry, and it is to that end that the immigration department has been organised, with the Siberian railway at its disposal as the means to its accomplishment.

In this way, if in no other, the railway justifies its existence. It is an "all-Russian" line, and if it has cost much more to construct than would have been the case had the work been given to foreign contractors, the Russians have gained what they needed badly—practical experience in carrying through engineering work of the first order. The value of the individual experience is to some extent lost to the state owing to the fact that the continuation of the work of covering the east with a network of lines is entrusted to new hands. Instead of employing the men who have gained their experience at the cost of the state, those now engaged are, with few exceptions, young engineers fresh from the technical colleges. On the other hand, it must be allowed that the railway presented no very serious engineering difficulties; severe winter weather was the most troublesome element. Nowhere has the line a long tunnel, or a bridge like that over the Krishna, or the Forth; when it is not running on a dead level it winds like a serpent or a mountain railway over hill-passes, and the few cuttings through rock would be trifles for the engineers of such a line as our Cambrian railway. The Trans-Siberian railway is great only in its length and by reason of the purpose it is intended to serve.

It is the trunk from which branches will be run to the gold fields of the north and south. In a very short time the most important branch, that through Mongolia to Peking, will be commenced; long before its completion it will have intercepted the caravan tracks and deviate the traffic in tea from the old road and river routes to Moscow. Other branches will reach the mineral regions of the upper Yenisei, the Vitim gold-fields, and tap the valley of the Zeya. By that time many crannies of the existing trunk-line will have improved. It will not be necessary for the locomotives to take reserves of water in tubs on tracks, or for it to be pumped half a mile, or more, to tanks; the line will be properly ballasted; there will not be falls of earth down the banks every time a train passes; with the settlement and subsequent drainage of the lands adjacent to the railways the subsidence caused by flood water will cease.

The Siberia opened up to Russians by the railway is a land of great promise; it is not the eldorado some picture it, most certainly it is very different to the desolate waste Siberia is generally considered. Nowhere throughout its whole length does it cross or approach barred land. The Siberia of the railway is just plain, commonplace country such as one expects to find in any great British colony, and its like can be extended far to north and south by other railways. Those railways Siberia will want soon, but at present it wants only men, and it wants those men badly.

(To be continued.)

If you want your Boots well polished, tell your Valet or the Maid to ask for

WALTON'S BOOT CREAMS

AND VARNISHES.

WALTONIAN CREAM, WHITE &amp; BLACK.

JANUE MOSCOVITE, TAN—3 SHADERS.

PARISIAN DRESS-BOOT POLISH.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS),

MANUFACTURER,

176, SHAFTESBURY AVENUE,

LONDON. [275]

WANTED.

A HOUSE on the PEAK from 1st of January or thereafter.

G. B.,

Care of Daily Press Office.

Hongkong, 20th December, 1901. [3253]

NOTICE.

NOTICE IS HEREBY GIVEN that the Firm of JAMES WHITFIELD &amp; CO. known in Chinese by the name of TONG-CHONG, has changed hands.

All Debtors and Creditors of the Firm are requested to communicate with the undersigned as soon as possible, in order that there may be a proper settlement of their accounts.

J. MACGOWAN,

Executor of the Estate of the late JAMES WHITFIELD.

Amoy, 12th December, 1901. [3188]

ENTERTAINMENT

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE

in aid of the above SOCIETY will be held in the CITY HALL, on

JANUARY 24th, 1902, at 9.30 P.M.

Tickets.....\$5 each.

Tickets may be had from Mrs. FORBES, Best Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901. [3242]

## CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters, with English Translations.

Morrocs:

A Merry Christmas and a Happy New Year  
Plenty chance, large gain;  
Dollar come all same rain  
Wishing you Happiness and Longevity  
Success Crown your Undertakings  
My chin chin in Hongkong  
Makes you happy and strong  
Everything as you wish

禧新賀恭  
財發喜恭  
長久壽福  
遂順事諸  
健力壯身  
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FOR SALE AT

MESSRS. KELLY &amp; WALSH, LD.

MESSRS. W. BREWER &amp; CO.

AND OTHER STORES.

MESSRS. KRUSE &amp; CO.

MESSRS. ACHEE &amp; CO.

[2712]

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## OFTEN CURED

## PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

British Medical Journal, May, 1888, says: "It is a very ingenious and successful truss." Medical Times and Hospital Gazette, 1888, says: "Messrs. H. & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—  
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CONTINENTAL AND COLONIAL PRESERVED PROVISIONS,  
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DEALERS IN ENGLISH, FRENCH AND ITALIAN  
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## NESBIT &amp; CO.,

WOODFORD GREEN  
ESSEX.

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ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE  
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NESBIT & CO., WOODFORD GREEN, ESSEX. [275]

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Meat Co. in addition to the blue signature

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The new label is intended to assist the public in  
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no connection.

LIEBIG COMPANY'S EXTRACT.

[1979-2]

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MANUFACTURED BY  
THE AMERICAN TOBACCO CO. U.S.A.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS),

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J. MACGOWAN,

Executor of the Estate of the late JAMES WHITFIELD.

Amoy, 12th December, 1901. [3188]

ENTERTAINMENT

HONGKONG BENEVOLENT SOCIETY.

A SUB



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SENTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLAUCUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON	VALETTA	Brit. str.	2 m.	A. G. Culitt, R.N.R.	P. & O. S. N. Co.	On 4th Jan., at Noon.
LONDON & VIA PORT OF CALL	DEUCALION	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 7th January.
LONDON	PRELUS	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 21st January.
LONDON	STENTOR	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 4th February.
LONDON	IDOMENEUS	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 18th February.
LONDON	AXA	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 4th March.
LIVERPOOL DIRECT	PATROCLES	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th February.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	WAKABA MARU	Jap. str.	2 m.	Negre	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MILCHERES & CO.	On 25th inst., at 4 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	SERBIA	Ger. str.	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 4th January.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 18th January.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	AMERICA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
MARSEILLES, LONDON & ANTWERP, V. SPONS, &c.	C. FEED, LARSEN	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th February.
NEW YORK VIA PORTS & SUEZ CANAL	LENNOX	Brit. str.	2 m.	R. Archibald, R.N.R.	DOUGLAS & CO., LTD.	To-day.
NEW YORK VIA PORTS & SUEZ CANAL	ASAMA	Brit. str.	1 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th January, at Noon.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 29th January.
VANCOUVER VIA SHANGHAI, &c.	VALETTA	Brit. str.	2 m.	P. Pantou	DODWELL & CO., LIMITED	On 27th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	VICTORIA	Brit. str.	4 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	W. E. Craven, R.N.R.	ALLAN CAMERON	To-day.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 28th inst.
SAN DIEGO & VIA MOJI, &c.	THYRA	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 18th January.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 2nd Jan., at 4 p.m.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	S. John George	GIBB, LIVINGSTON & CO.	On 9th January, at Noon.
AUSTRALIAN PORTS	ALBIE	Brit. str.	2 m.	Bahle	P. & O. S. N. Co.	To-morrow, at 3 p.m.
YOKOHAMA & KOBE	SILESIA	Ger. str.	2 m.	J. S. Thompson	HAMBURG-AMERIKA LINIE	On or about 30th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	2 m.	T. Kishino	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	WAKABA MARU	Jap. str.	2 m.	T. Mura	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	HAKODATE MARU	Jap. str.	2 m.	Schippor	SIMSEN & CO.	To-morrow, at 5 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	DAFNE	Ger. str.	2 m.	Whampo	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	WHAMPO	Brit. str.	2 m.	Reckmann	EAST ASIATIC TRADING CO., LTD.	To-day, at 4 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	BARLEBERG	Ger. str.	2 m.	Eichbaum	SIMSEN & CO.	To-day, at 5 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	FLANDRIA	Ger. str.	2 m.	F. W. Viber	P. & O. S. N. Co.	On or about 4th Jan.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	QUORAM	Brit. str.	2 m.	Johannes	SIMSEN & CO.	To-day, at 8 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	CHINKIANG DIRECT	Ger. str.	2 m.	K. Sudzaki	MITSUBI BUSSAN KAISHA	To-day, at 8 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	FOOCHOW VIA SWATOW & AMOY	Jap. str.	1 m.	T. Saito	MITSUBI BUSSAN KAISHA	On 25th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	AMPOING MARU	Jap. str.	1 m.	T. Kishino	MITSUBI BUSSAN KAISHA	On 29th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	DAIGI MARU	Jap. str.	1 m.	Davis	DOUGLAS LARSEN & CO.	To-morrow, at 8 a.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	HAICHING	Jap. str.	2 m.	Wiegall	JARDINE, MATHESON & CO.	To-day, at 8 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	LOOCHANG	Jap. str.	2 m.	Tate	MITSUBI BUSSAN KAISHA	To-morrow, at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	ROSETTA MARU	Jap. str.	2 m.	J. Rattenbury	SHAW, TOMES & CO.	To-morrow, at Noon.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	DIAMANTE	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 27th inst., at 4 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	ESMERALDA	Brit. str.	2 m.	Rolle	JARDINE, MATHESON & CO.	On 18th January.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	YUENSANG	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	CHINGTO	Brit. str.	2 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SUNGKIANG	Brit. str.	2 m.	E. Ppy	DAVID BARBOON, SONS & CO.	To-morrow, at 3 p.m.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	ABBATON AFAR	Brit. str.	2 m.			

## SHIPPING.

## ARRIVALS.

Dec. 20, Dr. Hans Juro Kier, Norwegian str., H. B. Larsen, Haiphong via Hoihow 17th December, General.—A. R. MARTY.	Dec. 20, JACOB DIEDERICHSEN, German str., 666, G. Schaeffer, Hoihow 18th Dec., General.—JESSEN & CO.	Dec. 20, WEST YORK, British bark, 706, W. L. Foster, Callao 10th Oct., Ballast.—OSDER.	Dec. 21, BARLEBERG, German str., 1,379, A. Beckman, Manila 17th Dec., Ballast.—OSDER.	Dec. 21, BENGAL, British str., 2,751, A. L. Valentini, Botany Bay via Singapore 10th December Mails and General.—P. & O. S. N. Co.	Dec. 21, CHONGYANG, British str., 1,194, Bowker, Canton 20th December, General.—JARDINE MATHESON & CO.	Dec. 21, EMMA, German str., 1,381, J. Samuelson, Wuhu and Chinkiang 17th December, General.—JESSEN & CO.	Dec. 21, FLANDRIA, German str., 1,286, Eichbaum, Canton 21st Dec., General.—SIMPSON & CO.	Dec. 21, HONGWANG I, British str., 2,060, R. Pontney, Singapore 14th Dec., General.—CH NESE.	Dec. 21, INDEPENDENT, German str., 871, Holt, Canton 20th December, General.—SANDER, WICKLES & CO.	Dec. 21, SIBERIA, German steamer, 2,704, H. Brehmer, Kobe 15th December, General.—HAMBURG-AMERIKA LINIE.	Dec. 21, SILESIA, German str., 1,193, J. Balle, Hamburg 8th November, General.—HAMBURG-AMERIKA LINIE.	Dec. 21, TAGANO, British str., 873, Baker, Bangkok via Ang Hin 14th Dec., General.—JARDINE, MATHESON & CO.	Dec. 21, THALES, British str., 820, Roberts, Pakhoi 15th Dec. and Hoihow 20th, General.—DOUGLAS LARSEN & CO.	Dec. 21, WATHEWICH, British surveying-ship, from 8 cruise.	Dec. 22, CHINA, Amr. str., 1,211, Slesman, Shanghai 18th Dec., General.—CHINESE.	Dec. 22, DAKAR, British str., 700, H. Pratt, Swatow 18th Dec., General.—DOUGLAS LARSEN & CO.	Dec. 22, HAICHING, British str., 1,272, W. J. Davis, Amoy 19th Dec. and Swatow 21st, General.—DOUGLAS LARSEN & CO.	Dec. 22, MAIDZU MARU, Japanese str., 657, Saito, Amoy 19th Dec., Amoy 19th and Swatow 21st, General.—B. KAWA.	Dec. 22, MADA KOLA, German str., 2,766, G. Krafft, Moji 16th Dec., Coals.—M. B. KAISHA.	Dec. 22, PIQUE, British cruiser, 3,600, Harry C. Reynolds, Shanghai 14th December.	Dec. 22, POLARIS, British str., 2,598, T. W. Hoppel, New York 19th Oct., Petroleum.—STANDARD OIL CO.	Dec. 22, TETOS, German str., 1,032, Harry Clueman, Singapore 13th Dec., General.—SIMPSON & CO.	Dec. 22, TRIN, Norwegian str., 710, Dahl, Haiphong 19th Dec. and Hoihow 21st, General.—A. R. MARTY.
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## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
21st December.

Chongyang, British str., for Swatow.  
Daigai Maru, Japanese str., for Swatow.  
Devonshire, British str., for Moji.  
Glenfalloch, British str., for Amoy.  
Hanoi, British str., for Swatow.  
Hanoi, French str., for Haiphong.  
Independent, German str., for Chetoo.  
Kiowang, British str., for Samarang.  
Loongmoon, German str., for Canton.  
Michael Jesso, German str., for Hoihow.  
Pakhan, British str., for Moji.  
Feiyang, German str., for Saigon.  
Tordenskjold, Norwegian str., for Samarang.

DEPARTURES.  
21st December.

CHONGYANG H. KANG, Dutch str., for Amoy.  
CHONGYANG, British str., for Swatow.  
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## VESSELS IN DOCK.

BENGAL, British str., for Shanghai.	DAIGAI MARU, Japanese str., for Swatow.	GLENFALLOCH, British str., for Amoy.	HAIPHONG, French str., for Haiphong.	INDEPENDENT, German str., for Chetoo.	KIOWANG, British str., for Samarang.	MICHAEL JESSE, German str., for Hoihow.	PAKHAN, British str., for Moji.	TORDENSKJOLD, Norwegian str., for Samarang.
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## VESSELS IN DOCK.

ABERDEEN DOCKS.—Thyre	KOWLOON DOCKS.—Canton River, H. J. Albrecht, U.S.S. Princeton, Saturn, Hue, S.M.S. Iltis, S.M.S. Tiger, Emma Lugger, Perla, Hongkong, H.M.S. Blenheim, Fushun.	COSMOPOLITAN DOCK.—Taitcheong, Yuen-sang, Heinrich Munkel.
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## SHIPPING REPORTS.

The British steamer <i>Poland</i> , from New York 10th Oct., had fine weather through the Palawan Channel, strong N.E. monsoon in middle of China Sea.	The British steamer <i>Thales</i> , from Pakhoi 18th inst. and Hoihow 20th, had light to fresh E.S.E. breeze and fine, clear weather to Hoihow. From Hoihow strong E.N.E. to N.E. monsoon and overcast weather to Ladrones; thence dirty weather to port; high head sea throughout.	The British steamer <i>Haiching</i> , from Amoy 19th inst. and Swatow 21st, had strong N.E. monsoon and cloudy weather to Swatow. From Swatow to port moderate N.E. monsoon and fine weather throughout. Vessels in Amoy—U.S.S. <i>Kentucky</i> , str. <i>Taishan</i> , <i>Shantung</i> , <i>Taipei</i> and <i>Shensi</i> .
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## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in the Hongkong Harbour:—  
OSDER, British bark, Densmore.—OSDER.

## VESSELS ON THE BERTH.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship.

## "LOONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 23rd inst., at 3 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 17th December, 1901. [302]

## FOR SHANGHAI AND CHINKIANG.

## THE Steamship.

## "BABELSBERG."

Captain Beaschmann, will be despatched for the above ports TO-DAY, the 23rd inst., at 4 p.m.

For Freight, apply to  
EAST ASIATIC TRADING CO., LTD.,  
Agents.

Hongkong, 19th December, 1901. [3249]

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

"LENNOX" On 23rd Dec. About 21st Dec.

"ORONSAY" 1902 About 21st Dec.

"AFRIDI" About 10th Jan.

"HILGLEN" About 20th Jan.

"LOWTHER CASTLE" About 31st Jan.

For Freight and further information, Apply to  
DODWELL & CO., LTD.,  
Agents.

Hongkong, 20th November, 1901. [1739]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## FOR

## STEAMERS TO SAIL ON

## REMARKS.

LONDON ..... JAVA ..... G. W. Gordon, R.N.R. .... Noon, 28th December ..... Freight or Passage.

YOKOHAMA VIA SHANGHAI ..... SHANGHAI ..... About 30th December ..... Freight or Passage.

MOJI and KOBE ..... E. Spier, R.N.R. .... December ..... Freight or Passage.

(Passing through the Island Sea).

LONDON, &c. .... VALETTA ..... Noon, 4th January ..... See Special Advertisement.

SHANGHAI ..... COBOMADEL ..... About 4th January ..... Freight or Passage.

F. W. Viber

## PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, &c. 5,234 Tons ..... 29th March.

and LONDON DIRECT ..... MALTA ..... 6,004 Tons ..... 12th April.

Without TRANSHIPMENT.

For Further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 11th November, 1901.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

## SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE &amp; YOKOHAMA, FOR

## PORTLAND, OREGON

## OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

"INDRAVELLI" ..... 4,899 W. E. Craven, R.N.R. .... December 23, 1901

"INDRAPURA" ..... 4,899 A. E. Hollingsworth ..... January 14, 1902

"KNIGHT COMPANION" ..... 4,111 C. E. Froggatt, R.N.R. .... February 18, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 11th December, 1901. [3150]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS ..... SAILING DATES

KONIG ALBERT ..... WEDNESDAY ..... 25th December.

PRINCESS IRENE ..... WEDNESDAY ..... 28th Jan., 1902.

PRINZ HEINRICH ..... WEDNESDAY ..... 22nd Jan., 1902.

PREUSSEN ..... WEDNESDAY ..... 5th Feb., 1902.

HAMBURG ..... WEDNESDAY ..... 19th Feb., 1902.

SACHSEN ..... WEDNESDAY ..... 5th Mar., 1902.

KLAUSCHOW ..... WEDNESDAY ..... 19th Mar., 1902.

BATERN ..... WEDNESDAY ..... 2nd Apr., 1902.

STUTTGART ..... WEDNESDAY ..... 16th Apr., 1902.

KONIG ALBERT ..... WEDNESDAY ..... 30th Apr., 1902.

PRINCESS IRENE ..... WEDNESDAY ..... 14th May, 1902.

PRINZ HEINRICH ..... WEDNESDAY ..... 28th May, 1902.

PREUSSEN ..... WEDNESDAY ..... 11th June, 1902.

HAMBURG ..... WEDNESDAY ..... 25th June, 1902.

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 25th day of December, 1901, at 4 p.m. the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. C. Polack, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port for AMSTERDAM, NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd December. Cargoes will be received on Board until 9 p.m. on THURSDAY, the 24th December, and will be received at the Agency Office until Noon on THURSDAY, the 24th December.

Contents of Packages are subject to No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed 7 feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Lises can be washed on board.

For further Particulars apply to  
MELOCHES & CO., AGENTS.  
Hongkong, 20th December, 1901. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS ..... DESTINATIONS ..... SAILING DATES

KAWACHI MARU ..... KOBE & YOKOHAMA ..... TUESDAY, 24th December, at Daylight.

J. S. Thompson

WAKABA MARU ..... MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID ..... FRIDAY, 27th December, at Daylight.

J. B. Macmillan

IYO MARU ..... VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA ..... MONDAY, 30th December, at 4 p.m.

S. J. G. Parsons

HIROSHIMA MARU ..... KOBE (Direct) ..... TUESDAY, 31st December, at Noon.

T. Mura



VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"STENTOR"	On 26th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st January.
HOMEWARDS.	TO SAIL	DATE
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELEUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 4th March.
LONDON	"PATROCLUS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 23rd December.
MANILA	"SHUNKIANG"	On 28th December.
PORT DARWIN THURSDAY	"CHINGTU"	On 16th January, 1902
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	"CHINGTU"	On 16th January, 1902

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 18th November, 1901.

TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)INAUGURATION OF REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.

## THE COMPANY'S WELL-KNOWN STEAMSHIP

## "ROSETTA MARU."

Captain Tate, having been placed on the above service, will be despatched hence for MANILA, TO-MORROW (TUESDAY), 24th instant, at Noon.  
Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivalled Speed. Electric Light.

For Freight and Passage, apply to

**MITSUI BUSSAN KAISHA,**  
AGENTS.

Hongkong, 19th December, 1901.

## OSAKA SHOSEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMUL, VIA SWATOW	"DAIGI MARU"	SUNDAY, 29th December.
TAMUL, VIA SWATOW	"KITANO"	SUNDAY, 5th January.
ANPING, VIA SWATOW	"DAIJIN MARU"	WEDNESDAY, 26th December.
FOOCHOW, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 1st January, 1902.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 1st January, 1902.

The Co.'s new Steamers are specially designed for the coast trade of South China and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.  
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tsimshui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 18th December, 1901.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOY AND FOOCHOW.

## THE Company's Steamship

## "HAICHING"

Captain Davis, will be despatched for the above ports TO-MORROW, the 24th inst., at 9 A.M.

For Freight or Passage, apply to  
**DOUGLAS, LAPELLE & CO.,**  
General Managers.

Hongkong, 20th December, 1901.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

## "ARRATON APCAR."

Captain E. Fey, will be despatched for the above ports TO-MORROW, the 24th instant, at 8 P.M.

For Freight or Passage, apply to  
**DAVID SASSOON, SONS & CO.,**  
Agents.

Hongkong, 18th December, 1901.

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

## "DIAMANTE"

Captain J. Rattenbury, will be despatched as above TO-MORROW, the 24th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to  
**SHEWAN TOMES & CO.,**  
General Managers.

Hongkong, 20th December, 1901.

## VESSELS ON THE BERTH

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE

## ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM

## HONGKONG TO SAN DIEGO

## AND SAN FRANCISCO,

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## TAKING CARGO AND PASSENGERS

## TO JAPAN PORTS AND HONOLULU.

## THE UNITED STATES,

## MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

## S.S. "THYRA" On 26th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KODE, and YOKOHAMA on THURSDAY, the 26th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcels Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
Agents,  
Hongkong, China and Japan.

Hongkong, 18th December, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

## "YUENSANG"

Captain Rolfe, will be despatched as above on FRIDAY, the 27th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 21st December, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTES FRANCAIS.

## NOTICE

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## COLOMBO, BOMBAY, ADEN, EGYPT,

## MADEIRA, MEDITERRANEAN

## AND BLACK SEA PORTS.

## LONDON, HAVRE, BORDEAUX,

## ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

## ON MONDAY, the 30th December, 1901,

## at 1 P.M., the Company's Steamship

## "YARUA," Captain Nègre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the a.s. *Polynesien* which vessel takes on her Passengers and Mails leaving that port on the 11th January, 1902, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th December. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,  
Acting Agent.

Hongkong, 19th December, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

## (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, MANILA, &amp;c.)

## THE Steamship

## "AIRLIE"

Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 17th December, 1901.

## NATAL LINE OF STEAMERS.

## THE Undersigned GENERAL AGENTS

## in CHINA and JAPAN for the above Line

## are prepared to issue THROUGH BILLS

## OF LADING for all the principal ports in South America, in connection with

## INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from

## CALCUTTA for CAPE POINT every fortnight.

For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## RUINART PERE &amp; FILS, REIMS

## Established 1719.

## CHAMPAGNE GROWERS AND SHIPPERS

## Ship only the Finest Quality

## Extra Dry (Green Seal)

## LAURE, WIGENER &amp; CO.,

## Sole Agents.

Hongkong, 17th May, 1895.

## GUAN WAH &amp; CO.

## DEALERS IN

## ITALIAN MARBLE AND GRANITE

## MONUMENTS.

## DESIGNS &amp; PRICES ON APPLICATION

## at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1899.

## NOTICES TO CONSIGNEES

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM GLASGOW, LIVERPOOL AND STRAITS.

## THE Company's Steamship

## "PAKLING"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 24th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY, the 18th inst.

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 18th December, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "VICTORIA"

## FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LD.,**  
Agents.

Hongkong, 20th December, 1901.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "ROSETTA MARU"

## FROM YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 17th December, 1901.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

## FROM ANTWERP, MIDDLESBRO, AND LONDON.

## THE Steamship

## "GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

**MCGREGOR BROS. & GOW,**  
Agents.

Hongkong, 20th December, 1901.

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

## "PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 24th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 27th inst.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 17th December, 1901.

## STEAMSHIP "INDUS"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from London and Havre, ex a.s. *Canby*, and *Enfermure*, ex a.s. *Ville de Rochefort*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded in unless intimation is received from the Consignees before 2 P.M., TO-DAY, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.

**P. DE CHAMPMORIN,**  
Acting Agent.

Hongkong, 18th December, 1901.

## CARBOLINEUM-AYENARIUS

## USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China,  
**STUTGENS, ERMSTADT & CO.,**  
Hongkong, 31st August, 1897.

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

## "DAILY PRESS" OFFICE.

The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

## KANG ON.

Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged. Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

## THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

## A CHEE &amp; CO., Established 1859.

Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLERS

## MAISON LEVY HERMANOS.

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hanoi.

## PHOTOGRAPHERS

## A FONG.

The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.

## MEE CHEUNG.

Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

## M. MUMEYA, JAPANESE ARTIST.

Bronze and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## PRINTING

## "DAILY PRESS" OFFICE.

Proofs read by Englishmen.

## STOREKEEPERS



